

## Prices and Prospects.

## Coke Market Stiffens Both As to Prices for all Grades And Prospects for the Future

Furnace Contracts for Next Four Months Now Being Placed at \$7.00.

## MINIMUM, SAY SELLERS

Who Are Firm in Views as to Values; Heating Coke Declines, No New Buying; Less Foundry Being Offered; Tone of Pig Iron Market Improves.

*Special to the Weekly Courier*

PITTSBURG, Feb. 21.—The Connellsville coke market has sounded a firm. After softening more or less continuously since the first of the year, although not to the low point of early December, it has stiffened in the past week not only as to prices, but also as to prospects for the next four months.

Early in the most important development in the market is the closing of contracts for a total of 28,000 tons of furnace coke a month up to July 1. Placing of this business represented a radical change in the position and prospects for all along, until very recently, the general attitude of coke consumers, it has been, that coke was marked for further declines, hence the disposition was to postpone buying for second quarter as long as possible. The business just done, on the other hand, is unusually early as the second quarter was about six weeks away when the contracts were closed.

The Republic Iron & Steel Company made two purchases, of 7,000 tons and 10,000 tons a month respectively, to July 1, the price being \$7.00. The Youngstown Sheet & Tube Company first bought coke to April 1 at \$7.00 and then bought for second quarter at \$6.50 the tonnage in each case being at the rate of 12,000 tons a month.

An interesting point is that while a few weeks ago no one was in good position to guess within a dollar a ton what the second quarter market would be, the second quarter contract at \$6.50 is now being commonly referred to as being at a 'real' price. The coke operators in other words, have been quick to jump to the conclusion that \$7.00 is "minimum for second quarter and some are already quoting \$7.50.

The first second quarter business is based by size of interests, not merchant furnace interests and by steel interests having large supplies of by-product coke of their own. Both the steel companies that bought were overing their last possible consumption. Republic has a by-product plant that takes care of all the Hazelton furnaces moderately well, while the Hanover stack has to be bought for Youngstown Sheet & Tube Company has almost enough by-product coke for its original furnaces, but Erie Hill which it has just absorbed has not enough by-product coke for all its blast furnaces. Both steel interests evidently intend to operate their blast furnaces to the limit.

Inquiry from merchant furnaces has suddenly appeared in the past week, both from furnaces now in blast and from idle furnaces. Chances are that the next second quarter coke contracts put through will be idle rather than active furnaces. Some of the furnaces consider \$7.00, altogether too high a price for coke, but the operators are firm in their recently formed views as to values. Fortunately for the operators, the furnaces have not so much second quarter iron thus far and there is 'left room' for pig iron to bring more money if the market is not high enough now to cover a \$7.00 coke cost.

Heating coke has had a further decline in the past week, the market now being \$5.50 to \$5.75 on coke under furnace grade but suitable for many uses. The position of heating coke is better than a week ago that it has now stood practically all the adverse influence of the progress of the season removing the demand for coke for domestic use. Right along the prediction has been that in the second half of February the coke market would suffer in account of the termination of the domestic demand. There are still some deliveries to be made on old sales, while there is practically no new buying in this direction. There is, nevertheless, a very fair demand for heating coke for various industrial uses, this demand being regular and not subject to the seasons.

Spot furnace coke, quotable a week ago at \$7.00 to \$7.25, sold at less late last week going easily at \$6.75 and perhaps in one or two cases at \$6.50. This week it has stiffened again and is quotable at the range of a week ago, being if anything stronger than at that time. One producing interest at any rate has been paying \$7.00 for extra coke to round out its tonnage deliveries.

Foundry coke has stiffened slightly in the past week due to restricted offerings rather than an decided increase in demand. Standard foundry coke necessitates hand drawing and with labor conditions as they are hand drawing is not easy. There is plenty of the Laurence Mining Company has been closed because of illness of employees but this is not standard foundry coke and members of their families

## Review of the Connellsville Coke Trade.

## Statistical Summary.

PRODUCTION		WEEK ENDING FEBRUARY 17, 1923			WEEK ENDING FEBRUARY 10, 1923				
DISTRICT		Ovens	In	Out	Tons	Ovens	In	Out	Tons
Connellsville	18,164	12,023	5,881	140,760	168,669	12,26	5,974	141,790	168,669
Lower Connellsville	16,553	9,910	6,443	116,610	168,558	9,883	6,970	111,980	168,558
<b>Totals</b>	<b>35,717</b>	<b>21,933</b>	<b>12,774</b>	<b>266,370</b>	<b>332,227</b>	<b>12,004</b>	<b>12,944</b>	<b>260,750</b>	<b>331,227</b>

FURNACE OVENS		WEEK ENDING FEBRUARY 17, 1923			WEEK ENDING FEBRUARY 10, 1923				
DISTRICT		Ovens	In	Out	Tons	Ovens	In	Out	Tons
Connellsville	15,096	10,002	5,804	120,540	150,998	9,968	1,191	115,710	150,998
Lower Connellsville	6,558	2,971	1,675	36,060	6,586	2,871	3,712	34,090	6,586
<b>Totals</b>	<b>21,652</b>	<b>12,973</b>	<b>7,479</b>	<b>157,600</b>	<b>21,682</b>	<b>12,779</b>	<b>5,001</b>	<b>151,800</b>	<b>21,682</b>

MERCHANT OVENS		WEEK ENDING FEBRUARY 17, 1923			WEEK ENDING FEBRUARY 10, 1923				
DISTRICT		Ovens	In	Out	Tons	Ovens	In	Out	Tons
Connellsville	3,558	2,211	737	29,210	3,564	2,211	748	26,780	3,564
Lower Connellsville	10,267	6,979	3,285	70,660	10,267	7,009	8,265	70,000	10,267
<b>Totals</b>	<b>13,825</b>	<b>9,200</b>	<b>1,026</b>	<b>108,870</b>	<b>13,831</b>	<b>9,230</b>	<b>1,401</b>	<b>107,780</b>	<b>13,831</b>

## IMPROVEMENT OF F. M. &amp; P. IS CONTEMPLATED

Baltimore & Ohio Will Spend Large Sum for Better Road Bed.

## RIVER CAUSING TROUBLE

Sinks Have Developed Along Line Between Point Marion and Fairmont and Only Large Expenditure, It is Said, Can Fully Overcome.

Extensive Improvements Will be Made on the Fairmont Branch of the Baltimore & Ohio Railroad within the coming year it is indicated by General Manager E. W. Scheer on the occasion of his recent visit to Connellsville in company with Vice President C. W. Galloway and other officials.

No details were forthcoming other than that within the next twelve months there will be material improvement in facilities for handling the great amount of tonnage which is being moved over the Monongahela as this branch is popularly known.

The bulk of the improvements will be made between Point Marion and Fairmont as the branch is fairly good shape from Connellsville to Point Marion. From the state line south to Fairmont the roadbed is in such shape that thousands of dollars must be expended in the near future.

The railroad parallel the Monongahela river over this entire distance and since the river was improved many years ago sinks have developed at a number of places. These can be obviated only by the expenditure of a large sum of money.

Because of these sinks there are so many slow orders that it is impossible to make time over this part of the line, either by passenger or freight trains.

During the war the Fairmont branch was again tracked from Mount Bradock to Evans and it is probable that additional double track mileage will be included in the proposed improvements. Additional sidings were also constructed but the roadbed conditions have never been satisfactory.

Although the coal development south of Point Marion is on the way the branch is handling heavier tonnage now than ever before. In addition to enormous tonnage of coal and coke originating along the branch and coming in at Smithfield from the Smithfield & Monongahela branch the Monongahela is called upon to handle many trains of the Western Maryland by reason of the traffic arrangement.

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It is expected that in addition to improving the roadbed heavier rail will be laid on the branch and other changes made with a view to handling a greatly increased tonnage.

There is the possibility that the newly acquired Indian Creek & Northern railroad connecting with the Monongahela at Fairmont in West Virginia will also contribute additional tonnage for the branch.

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## MINERS UNION AIDING 10,000 IN SOMERSET

CLEARFIELD Feb. 20.—More than 10,000 men, women and children in the Somerset county coal field are receiving aid from the United Mine Workers in the 11th month of the strike said Charles Brophy, president of the union here.

Relief is being given by the union miners of the district who are working and is in accordance with the plan laid down by the policy committee of the union at its last meeting before the strike was called.

Mr. Brophy said the sentiment of these workers was recently tested in a referendum vote in which they were asked whether they desired a better assessment to maintain the strikers and their families.

Eighty per cent of the men he added voted for the assessment and he money is regularly being contributed.

## FURNACEMEN AGAIN SUGGESTING RETURN TO COKE RATIO PLAN

Disposed to Favor Oldtime Method Regulating Price on Basis of Pig Iron.

## PRICE WOULD BE \$6.75

In commenting upon the recent developments and probable future trend of the coke market in Cleveland Daily Metal Trade makes note of a disposition among furnace men to re-establish the ratio system of determining the prices to be paid for coke under contract for stated periods, a custom which was formerly observed but which was allowed to fall into disuse during the war. Touching this subject the Metal Trade says:

Furnacemen again are talking more about the oldtime ratio between coke and blast furnace iron. At one time the ratio was 75 to one, this being in the middle of 1914 when blast iron sold at \$13. Valley and spot furnace coke brought \$1.50 tons.

When the ratio went to 5 to 1 in 1918, the price of coke was \$1.50 tons and blast iron \$2.50 tons.

But when government price fixing was in vogue the ratio went to 5 to 1 in 1918, the price of coke was \$1.50 tons and blast iron \$2.50 tons.

The present rate of consumption is seven per cent more than the average in the active business year.

It is estimated that 750,000 net tons of coal were used. Thus it is seen that the coal requirements of the coke industry are at present nearly equal to the average monthly consumption in the war years, 1917 and 1918. The present rate of consumption is seven per cent more than the average in the active business year.

Assuming a yield in merchantable coke of 50 per cent of the coal charged to by-product ovens and 60 per cent to blast furnaces, exclusive of coke and screenings, the monthly average consumption of coal during 1917-1922 and the past three

## Coal Production in Ninth District for 1922 Nearly Doubles on Previous Year

Coke Output More Than Twice as Great, Inspector Hall's Report Shows.

### FINE ACCIDENT RECORD

Despite Introduction of Hundreds of New Men into the Mines Because of Strike Fatal Accidents Increase But One Over the Number for 1921.

Although handicapped by the miners' strike, production of coal in the Ninth Bituminous District during 1922 nearly doubled that of 1921, while the output of coke was more than twice that of the preceding year, according to the annual report of Mine Inspector G. S. Hall, made public today. Comparative production figures by tons are:

1921 1922 Increase

Coal 4,000,019 8,114,015 1,553,994

Coke 1,232,716 693,525 -539,187

A remarkable fact is that fatal accidents were but slightly higher than in 1921, notwithstanding the hundreds of new men, many of them inexperienced, employed in the mining operations as a result of the strike. Fatal accidents inside the mine in 1922 number five, as compared with four in the preceding year. Fatal accidents outside were two, as against one the year before. During 1922, 800,054 tons of coal were produced per fatal accident in the mines as compared with 528,604 tons in 1921. Intensive safety precautions on the part of mine officials and workmen is reflected.

The H. C. Frick Coke Company continued to be the largest single producer with 2,444,387 tons of coal. McJunkin, in the Indian Creek Valley, was in second place with 1,124,415 tons.

W. J. Rainey, Inc., third, with 174,416 tons.

and the Indian Creek Coal & Coke Company, another Indian Creek Valley company, fourth, with 129,057 tons.

Six new mines, all small ones, were opened during the year. Four were abandoned, the most important being Grace at Morey, formerly operated by W. J. Rainey, Inc., and later by the Corrado interests.

The statistical report submitted by Inspector Hall to the Bureau of Mines at Harrisburg shows the following:

#### Coal Production by Tons:

H. C. Frick Coke Co. 1,200,187

W. J. Rainey, Inc. 1,232,716

Indian Creek Coal & Coke Co. 2,444,387

Vanderbilt Coal & Coke Co. 1,124,415

American Manganese Manufacturing Co. 174,416

McJunkin Coal & Coke Co. 129,057

Marine Smokers Coal Co. 100,000

Toughkenamy Coal & Coke Co. 50,112

Howard Coal Co. 48,335

Monongahela Coal & Coke Co. 47,707

Conemaugh Coal Co. 45,132

Ramsey Coal Co. 43,707

Campbell Coal Co. 42,707

A. C. Overholz Coal Co. 41,707

Kelly Coal Co. 40,707

McAllister Coal Co. 39,707

Laurel Coal Mining Co. 38,707

Barger-Aiken Coal Co. 37,707

Blackstone Coal Co. 36,707

Ligonburg Coal Mining Co. 35,707

Summit Connellsville Coal & Coke Co. 34,707

East Fayette Coal Co. 33,707

Oneida Coal Mining Co. 32,707

Pyre Fuel Co. 31,707

Walnutton Coal Co. 30,707

Mc. Ginn Coal Co. 29,707

Brush Run Coal Co. 28,707

United Smokeshop Coal Co. 27,707

Anderson Coal Co. 26,707

M. K. Paper Co. 25,707

Riverton Coal Co. 24,707

Casselman River Smokeshop Coal Co. 23,707

J. H. Dunn 22,707

Bair Coal Co. 21,707

Brauer North Side Coal Co. 20,707

Bush Run Mining Co. 19,707

Addison Coal Co. 18,707

Markleton Coal Co. 17,707

Shawnee Coal Co. 16,707

Phenix Coal Co. 15,707

Burrger Coal Co. 14,707

Central Fuel Co. 13,707

Danner Coal Mining Co. 12,707

Datesman Coal Co. 11,707

Everett Coal Co. 10,707

Everett Coal Co. 9,707

Everett Coal Co. 8,707

Everett Coal Co. 7,707

Everett Coal Co. 6,707

Everett Coal Co. 5,707

Everett Coal Co. 4,707

Everett Coal Co. 3,707

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Everett Coal Co. 707

Everett Coal Co. 607

Everett Coal Co. 507

Everett Coal Co. 407

Everett Coal Co. 307

Everett Coal Co. 207

Everett Coal Co. 107

Everett Coal Co. 57

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# President Willard Unable To Come Because of Illness; Plans Early Visit to City

Head of Baltimore & Ohio System Confined to His Home With Grip.

## C. W. GALLOWAY SPEAKS

Regret of Chieftain All the More Keen Because This Was Second Broken Appointment; Plans of Roads Discussed by Galloway and Others.

But the penalty for that liberality and decency toward that particular class of labor cost us just \$12,000," he said.

He said some radical elements endeavoring to show that the railroads had broken down in 1917, comparing the number of ton miles of freight moved by the director general in 1918 with that carried in the previous year by the roads under their owners, when two per cent more ton miles were moved. The roads must have been broken down, in 1918 also, the vice-president remarked, as in 1919, again under their owners, two per cent more ton miles were transported than in 1918 under the director general. He explained that during the coal strike \$47,000,000 worth of equipment was thrown idle, waiting for someone to take it.

Determined to visit Connellsville after having been previously failed to keep an appointment here, Mr. Willard remained home only on the advice of his physician who said he would not hold himself responsible for Mr. Willard's condition if he did make the journey.

C. W. Galloway, vice-president, in charge of operations, who acted as Mr. Willard's representative, said it pained the chief executive very much to fail in his appointment and he asserted in his speech, both at the banquet and at the Armyer, that he knew Mr. Willard wanted to come and would come at some future date, possibly very soon.

Charles T. Kepner, president of the Chamber of Commerce, presided at the dinner. He made the address of welcome, assuring Mr. Willard's illness. He said he was sure Connellsville people extended their sincere sympathy to the railroad head and wished him a speedy recovery.

"The welcome of Mr. Galloway and his staff is none the less sincere," declared Mr. Kepner. "Connellsville is first, last and always for the Baltimore & Ohio railroad." The remark was followed by an outburst of applause.

"It is a system that is a pioneer of pioners, being 36 years old, and the fact that such a party is with us tonight shows the large and generous way the Baltimore & Ohio does things. These officials do think something of Connellsville. When I say we are with them in spirit and action I say there should be no argument on the point. We do have the best railroad.

Condensing Mr. Kepner said the honor of introducing the guests would next to a gentleman 52 years in the employ of the Baltimore & Ohio Railroad, a man who "goes on and on after his retirement plugging for the Baltimore & Ohio Railroad. Mr. F. J. Harrigan."

Mr. Harrigan, a very active figure in the veterans' organization, seated at the guest table, introduced Mr. Galloway.

"He is one of the best railroad men in the best railroad in the United States," he declared. "The Baltimore & Ohio Railroad is the best railroad, as it is said by veterans of the Connellsville Division, and they feel that its pioners are the best set any railroad in these United States has." The remark was heartily applauded.

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Mr. Galloway, who spoke here during the time of the shopmen's strike, said he did not feel a stranger to the city. He said he was glad to come back and in closing his address he said he was going to take a rag check and return again even if he isn't invited.

"I don't feel a stranger to Connellsville but I feel out of place when I am called upon to fill the place of that remarkable man who was to have been your guest tonight, Daniel Willard." He explained that Mr. Willard left inclosed toward a bad cold Tuesday and went home at that time in order to be in good health for the trip here. The vice-president said his subordinates wanted to know if they would get a chance to look at the round.

On the visit and speaking from his own previous experience Mr. Galloway said he informed Mr. Willard that certainly would not.

"They grab you quick in Connellsville," he said, he told the president. "He is determined to come however, and you can count on having him at a later date."

Opening his address the vice-president said the greatest question before the public today was the railroad question. He declared there seemed to be a general disposition to attack the railroads from every side and that propagandists do not side with facts.

"It is important that the railroad side of the question be understood," he said. He declared railroads have been reported broken down but denied that such has been the case at any time. He went back to the war period and told of the taking over of the railroads by the President of the United States because certain things had to be done in handling the roads that was not legally possible under private ownership. He gave some details of this movement and showed how shipments were expedited by routing them over the roads selected by the Federal board.

He also explained that while he had been quoted as saying the government returned the roads to their owners in a crippled condition, it was not said in the spirit of criticism. It was only right to run the roads as hard as they would go, he declared, as it was a wise measure and the fact that they were handed back to their owners in a crippled shape was not a criticism.

"The Transportation Act," he said, "was one of the most constructive pieces of legislation in the eyes of

## R. King, S. T. Erwin, J. L. Fries, H. D. Whip, E. K. Smith, David Lumen, E. H. Fenstermacher, R. R. Whipple, John A. Larson, J. F. May and J. W. Turner.

## The Real Reason for Assigning Cars

Chicago Black Diamond.

Daniel Willard, president of the Baltimore & Ohio, is generally admitted to be one of the best railroad executives in the country. His policy is not one of antagonism to the coal industry. On the contrary he has shown a disposition to cooperate with those in that industry, realizing as is done that the bulk of the revenue is supplied by the coal operators. Like many other railroad presidents, he is apt to see only the railroad's side of the transportation question. At times Mr. Willard speaks with engaging frankness, as he did recently at

Wheeling when he justified the practice of assigning cars for railroad fuel loading on the ground that fuel could be obtained at a better price than by centralizing the source of supply.

There is nothing new about such a

practice. Operators know that it is

the reason for assigning cars, but

not all railroad executives are

ready to admit it. Of course it is

possible to obtain fuel at a lower

price when cars are assigned for that

purpose. It increases more regular

operations and many operators are

willing to make a concession in price

in order to have a dependable car

system.

But regardless of whatever else

may be said in regard to this method

employed by the railroads to se-

cure cheaper coal than can be had

by other classes of consumers, the

fact remains that it is a club which

the railroads can and do hold over

the heads of operators in West Vir-

ginia and elsewhere in order to force

terms from the operators. When

there is a car shortage it is tan-

amount to saying to the coal produ-

ers, "No fuel contract, no cars." That is

what it has come to mean in many

sections of northern West Virginia.

In justifying the system of assign-

ing cars, railroad executives over-

look this major fact, the arrange-

ment between them and the produc-

ers with whom they make fuel con-

tracts does not relieve them of the

obligation of furnishing adequate

transportation facilities to all ship-

pers on their line without discrimi-

nation. Certainly the assignment of

cars, when it results in a general

shortage of fuel for mines ship-

ping commercial fuel only, cannot

be regarded in any other light than

discrimination. It is, therefore, ap-

pears to be as much of a violation of

the transportation laws as racial

discrimination in the distribution of

cars, whatever the Interstate Com-

merce Commission may have to say

about the matter. No one objects to

the assignment of cars and to the

purchase of fuel on as economical a

basis as possible, provided such a

system does not work a hardship on

the general run of shippers. When

assignment goes that far, as it cer-

tainly does, then such a system can-

not be excused on such a plea as

President Willard has advanced.

The fallacy of such an argument

can be demonstrated. It is possible

for the railroads to obtain cheaper

fuel by forcing producers to make

low-price contracts in consideration

of a regular car supply, yet the rail-

road losses in revenue more than

it makes up for in cutting down the cost

of fuel, because by such action it re-

duces very appreciably the volume

of freight it handles, as well as dis-

organizes the business of those upon

whom it depends, for its traffic.

Service is the very essence of busi-

ness.

Following the banquet the honor

guests were taken to the State

Armeny where a reception and enter-

tainment was held under the auspices

of the Baltimore & Ohio Veterans As-

sociation. There Mr. Galloway also

spoke, reiterating many of the things

he said at the commerce body dinner

and explaining the unavoidable ab-

sence of President Daniel Willard.

Included in the party of railroad

officials in addition to Mr. Galloway

were E. W. Scheer, general manager;

W. G. Curran, general superintendent

of transportation; George W. Sturm,

president of the Baltimore & Ohio Veterans Association, all of Balti-

more; E. A. Peck, general superinten-

dent, and Mr. Blakely, general

freight agent, both of Pittsburgh.

Representatives from the Pittsburgh

and Connellsville divisions included:

W. H. Eaton, division freight agent;

F. M. Jordan, coal freight agent; J.

C. McCormick, traveling coal freight

agent; R. W. Brown, superintendent;

C. R. Burns, road foreman of engines; John

F. Long, master mechanic; J. L.

Lowney, train master; J. P. O'Don-

nell, train master; E. S. Marsh, road

foreman of engines; J. N. Neek, yard

master; Roy Hoover, chief dispatcher,

and J. Smith, chief dispatcher.

The Baltimore party returned at

2:35 o'clock this morning.

On behalf of the Chamber of Com-

merce the entertainment committee

consisted of the following: E. T. Nor-

ton, W. D. McGonigle, J. Fred Karp,

Guy Corrado, J. J. Dougherty, R. S.

Matthews, R. W. Brown, George S.

Connel, Charles T. Kepner, A. E. Nor-

ton, Jr., C. B. Franks, Dr. J. L. Coch-

ran, E. R. Misto, J. Fred Rasmussen, A.

W. C. Wick, C. Mitchell, Robert

Norman, H. S. Whip and J. Donald

Potter.

The veterans' committee of arrange-

ments consisted of W. W. Haines

chairman, James Warder, E. C.

Louden, Thomas J. Brennan, Anthony

## Mr. Weekly Courier

THE COURIER CO. Publishers  
HENRY P. SNYDER, Founder and Editor, 1873-1912.  
MRS. H. P. SNYDER, President, 1912-1922.

THE COURIER CO. Publishers  
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GEO. M. HOSACK, Vice-President.  
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TEUBSDAY MORNING, FEB. 22, 1912.

## FACTION IN COKE MAKING.

The present is a time when the producers of coke should exercise prudent caution lest they disturb the stability of the trade in the very important particulars of causing a surplus production with a consequent lowering of prices to levels beyond which it would be unsafe to go in view of the prevailing high costs of manufacture.

Coke-makers are aware of the extreme competitiveness of the market to the Near East is through fear of offending the politicians of Turkey and the leaders of the blood-drunk assassins comprising her army, which the offense all the more to be condemned. To Americans it is incomprehensible that any nation, whose God is the Lord, can lend aid or comfort or show sympathy with any other nation whose avowed purpose and policy is to supplant the Cross of Christ with the Crescent of Mahomet, and in the pursuit thereof practice horrifying acts of brutality when more coke is made than the market can readily absorb, producers start on a search for destinations for loaded cars and the price scales down in proportion to the intensity of the effort to find buyers.

Conditions are apparently ripe for just such a development. During the past week there was a simulation of production beyond what conservative observers believe to be justified. With the demand for heating coke becoming smaller as spring approaches there is present the danger that, if there is further increase in the number of ovens in blast or continued activity in speeding up those now in the running, there may be a surplus of coke on the yards and sidings before business comes from other quarters to take the place of the dwindling heating coke trade. If that happens, as is not improbable, everybody connected with the trade knows that there will be offerings at prices designed to invite buyers. Even if limited to coke which does not measure up to standard, the situation in the Near East and particularly toward the millions of innocent victims of Turkish cruelty and barbarity, as will show to the world that the exigencies of international politics have not altogether outweighed all considerations of the result that all producers will feel the effects.

The end of the present quarter not being very far away furnaces and other buyers are already beginning to watch the market with a view to making the most advantageous contracts. Whatever operates to weaken spot prices for any grade or quality of coke will form an argument for a lower contract price during the second quarter than governed during the first, it being a matter of good business for consumers to make the best bargain they can.

On the other hand, the coke makers have fairly good reasons why they should not contribute to a price reduction. The rather large advances that are being made in the prices of billets and finished steel products should arrest any declining tendencies in the prices for coke. I not also cause an advance. Costs of coke production are still at a high range and without any prospect of a revision downward. The intrinsic value of Connellsville coke is constantly being enhanced. Taxes and other overheads have not been reduced nor are these changes susceptible of elimination by my system of cost accounting.

It is, therefore, plain that the coke producers to shape their course of action so as to keep the trade free of those influences over which they have a certain measure of control and which will have the effect of bringing prices to a level, where a fair rate of profit on their product is no longer possible. In the present circumstances it is, above all, the part of wisdom to avoid over-production.

FRANCE DISAPPOINTS AMERICA.

The sympathies of a very large part of the American people have been with France in her efforts to require Germany to fulfill the terms and obligations of the Versailles treaty. This attitude has resulted not alone from belief in the righteousness of France's cause, but also from the admiration Americans have had for the people of that nation which, more nearly than any other, was "red white" white resisting invasion and devastation during the World War.

The popular conception in the United States of the French has been that they are warm-hearted, impulsive, generous and quick to respond to appeals for aid to those in distress. Being a Christian nation it was generally believed that the people of France had been righteously indignant at the abominable butchery practiced by the Turks in their war of extermination against the people of the Near East. It has been taken for granted that, in common with other Christian nations of the world, France has been doing her part to assist in alleviating the indescribable sufferings of the victims of the Turk's unmerciful hatred.

Realizing the great need for husbanding our resources to be applied to the work of rehabilitating her war-torn land and industries, it has not been expected that France would be able to do as much as America or England, but it has all the while been presumed that as much was being done as circumstances would permit, and that there was the very earnest desire that even more might be done to help bring succor to the starving women and children of Armenia.

It therefore comes as a distinct

unpleasant shock and disappointment to Americans to know, from the testimony of Mrs. Emrich at the High School on Sunday evening, that the French have been apparently so indifferent to the sufferings of the people of the Near East that the contributions to that cause have amounted to only \$15,000, or only about three times what was raised in Fayette county alone in one day by the comparatively small part of the population which heard Mrs. Emrich here and at Uniontown.

A knowledge of France's lack of charity in appealing a cause becomes widespread in the United States, much of the sympathy Americans have manifested in her behalf, will be lost. The fact that the French have, so far, failed of their duty to humanity at a time when their Christian brethren in a distant land are in grave peril of losing their very existence as a people than France was at any time during the war in danger of losing her identity as a nation, reflects discreditably upon France. So discreditably, in fact, that she is risking forfeiture of the admiration of America which freely and willingly sent so many of her sons to mingle their blood with the soil from which they helped to drive back a heartless and merciless invader.

The fact of France's withholding of aid to the starving mothers and babes of the Near East is through fear of offending the politicians of Turkey and the leaders of the blood-drunk assassins comprising her army, which the offense all the more to be condemned. To Americans it is incomprehensible that any nation, whose God is the Lord, can lend aid or comfort or show sympathy with any other nation whose avowed purpose and policy is to supplant the Cross of Christ with the Crescent of Mahomet, and in the pursuit thereof practice horrifying acts of brutality when more coke is made than the market can readily absorb, producers start on a search for destinations for loaded cars and the price scales down in proportion to the intensity of the effort to find buyers.

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Most of all was it felt by the persons in charge of the arrangements and the several hundred guests who gathered at the Presbyterian Church and later at the State Armory to share in the bestowal of honors upon the city's expected guest. That the regret much the keenest disappointment the people of Connellsville have experienced for a long time.

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Especially were they pleased to hear Mr. Galloway's plain and clear-cut presentation of the situation by which the railroads are confronted, as seen from the view-point of the executive and operating officials. He told some whole-some truths concerning the railroads about which there has been a lot of misinformation and still more misrepresentation. His remarks ought to do much in giving the public a clearer comprehension of the difficulties which the railroads have had to meet as well as dependable information as to what has actually been accomplished in spite of the tremendous handicaps imposed upon their operation—not only those of the wartime and readjustment periods, but by vicious propaganda and忘恩负义 attacks upon the management and the attempts to paralyze operation through the shop-crafts strike.

Except for the disappointment resulting from the inability of Mr. Willard to be present the reception was a pronounced success in all that goes to do with affairs of this kind, such a designation. The committees of the Chamber of Commerce and the Baltimore & Ohio Veterans' Association are deserving of congratulations, not alone for the pleasure the guests derived from the occasion, but for having given new evidence of the ability of Connellsville to play host in a most delightful manner.

HELPING PAY THE BRITISH WAR DEBT.

When President Harding, in his recent address before Congress, urged prompt action on both the British war debt agreement and the ship bill, he was not attempting to coerce that body or even dictate to its members what they should do. He was more

pointing out what is needed to be done in order that the first decisive step be taken in the settlement of the

troublesome foreign war debt question, and that the United States

be enabled to assume its proper

place in the world.

Charles W. Patterson, 47 years old, formerly of Connellsville, died at his home in Pittsburgh, Pa. on Feb. 11, 1912.

Clara Mae Cope, 18 years old, of Mount Pleasant, closed eyes to a long life.

John Lee Wink, Chinese laundryman, is dead.

Samuel W. Patterson, 84 years old, of Dunbar, is dead.

John C. Cope, 18 years old, died at the home of his daughter, Mrs. M. E. Murphy in High and Avenue.

We often wonder if women are changing from short to long skirts as a result of this?

What do you think?

It's down the last work at convention.

Yesterday was sure a big day here.

Some auto, credit for her husband, when they're really got an un-

expectedly.

Frank Young, driver, in the White

line of the H. C. Finch Coal Company near Morgan, is killed by a fall of

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## Ten Persons Injured in First Passenger Wreck on Indian Creek Valley Road

Train Leaves Rails While Backing From Mill Run to Junction.

### TWO ARE SERIOUSLY HURT

Relief Train Is Made Up by Baltimore & Ohio Officials and Most Dangerously Injured Are Brought to Cottage State Hospital in This City.

Ten persons were injured, seven slightly and the others somewhat more severely in a wreck on the Indian Creek Valley Railroad about 6:30 o'clock Friday night, a short distance above Killarney Park. Two coaches left the rails, and turned over on their sides. The track was cleared within 20 minutes of the arrival of a relief train which reached the scene at 10:15 o'clock. Dr. G. H. Edmunds of this city went out on the train and dressed the wounds of the injured.

Those who were hurt are: Bert Harman, Melcroft; left side and back seemingly badly injured, taken to Cottage State Hospital.

Henry Handwyler, Davistown; internal abdominal injuries, taken to Cottage State Hospital.

Harry Hosteller, Scottdale; muscular bruise of slight nature on left leg, returned home on relief train.

Mrs. Charles Rose, Rogers Mill; right side and back bruised, returned home on relief train.

Peter Wallace, Sagamore; left side and back hurt, returned home on relief train.

Mrs. John M. Miller, Indian Head; right ankle wrenched, taken to Indian Head on relief train and thence to home in H. M. Young's automobile, accompanied by husband and two children, who were also on train but uninjured.

Harvey Sanner, Davistown; lacerated hand and bruise on head, returned home uninjured.

Mrs. William Christner, Davistown; bruise across pelvis, scalp wound, shock, taken to Harbaugh's residence, put to bed.

James Crise, Jones Mill, a section hand; broken nose, returned home on relief train.

Harry Foust, Indian Head; back hurt, taken home in automobile.

The accident is the first to occur in the history of the valley road in which passengers were hurt. At the Cottage State Hospital it was said the patients were resting well.

The train had already been to Mill Run. Passenger service on the road consists of a train down in the morning and one up in the evening. At 8:30 a.m. the train goes up a branch to Mill Run and then backs out. It was making the return trip when the trucks of the rear coach left the rails. The car overturned and resulted in the one other car of the train, a combination baggage and passenger coach, also overturning. Many were cut by flying glass. The engine remained on the trucks.

J. J. Dougherty, general manager, was attending a banquet here in honor of Baltimore & Ohio officials. He was notified and immediately secured a physician and had a relief train made up by the Baltimore & Ohio Railroad. After the wounds of those hurt had been dressed, the trip up the valley was completed, the train arriving at Jones Mill four hours late.

The cause of the wreck is unknown. The track at that point is in good condition, a number of new ties having been placed recently. The wreck did not damage the rails or roadway and traffic has been resumed today. The track was cleared within 20 minutes of the arrival of the relief train, it only being necessary to push the trucks of the cars to one side. Cars for the mines in the valley were placed this morning.

Bruce Miller was engineer and Samuel Switzer was in charge as conductor, filling the position of Jacob Dull, who is ill. Dull's son, Jacob Jr., was in the baggage car. He was thrown violently to the door and a barrel of apples split; over him but he did not suffer any serious injuries.

### Wreck on S. & C. Holds Up Traffic

HOOVERSVILLE, Feb. 16.—Passenger traffic over the Southern and Cambria Branch of the Baltimore & Ohio Railroad was paralyzed Wednesday as a result of a freight wreck a few hundred feet west of Hooversville station. Two engines and seven steel cars were derailed and the track was torn up over 400 feet.

Working crews from Somerset and from the P. R. R. at Connellsville were brought to the scene of the accident and the morning passenger trains were moved after three hours delay. The noon passenger trains were canceled.

### Macaroni Company Elects Officers

At a meeting of the Connellsville Macaroni Company Monday afternoon an election of officers and directors was effected. The old board and officers were re-elected.

The results follow: Frank Maddies of Jeannette, president; Guy Corrado, vice-president; L. E. Capo, secretary and treasurer; J. C. Meier of Salina, Roy Trebber of Connellsville, James C. Deore of Dunbar, E. Nancini of Jeannette, and the above officers, directors.

Subscribe to the Courier.

### \$96,830 IN FINES COLLECTED BY COUNTY DURING YEAR 1922

Records of Alfred M. O'Neill, clerk of the Fayette county courts, show that there were 1,819 criminal cases disposed of and \$96,830.34 collected in fines during the past year. For the previous year there were but 867 cases on the criminal records or more than twice as many as during the past year as compared with the previous year. This does not include the fines of work included on the civil dockets and the appointments that are made. There were 22 murder, two voluntary and three involuntary manslaughter cases. There were also 336 liquor cases and 732 minor cases where the costs were either divided by the jury or the costs were placed by the court. The report covers five sessions of criminal court from December 1, 1921, to December 30, 1922, and is as follows:

Number liquor cases	358
Number murder cases	22
Number manslaughter cases	2
Number involuntary manslaughter cases	3
Number committed to workhouse	156
Number committed in penitentiary	54
Number child fatalities	48
Number sent to Morgans	29
Number sent to Pennsylvania Industrial School	20
Number desertion and non-support cases	65
Number bails ignored	71
Number not guilty, not process and suppressed	168
Number jail sentences and where jury divided costs	781
Total	1,819

Dunbar Couple Observes Golden Anniversary

Mr. and Mrs. W. M. Harvey celebrated their golden wedding anniversary at their home at Dunbar Thursday. Mr. Harvey is 73 years old, his wife 70. They are both in good health. Their entire married life has been remarkably free of illness. Ten children were born to them, seven of whom still live. The latter are Eddie, Charles, Florence, Albert, Edward, Emma and Arthur. They have 33 grandchildren and four great-grandchildren.

Mr. Harvey and his wife are of English birth. Mr. Harvey came to America in 1868, landing in New York and going to Pittsburgh where he was employed in the mills for a short time. He then came to Connellsville and assisted in building the Baltimore & Ohio railroad between Connellsville and Cumberland. From here he moved to Dunbar where he followed the mines for three years at the end of which he returned to England, where he was married to Miss Coraine Barker near London.

On their return to America they located at Dunbar which had been their home since. They have lived on the old homestead for 35 years. For some time Mr. Harvey had operated a greenhouse in connection with the growing of vegetables and plants.

### \$140.00 Contributed To B. & O. Fund for Devastated France

MISS NINA SPENGLER, the "Baltimore & Ohio Girl," Miss Margaret Talbot Stevens, associate editor of the Baltimore & Ohio Magazine; Miss Elizabeth Heifrich of the Baltimore & Ohio Relief Department, accompanied by Miss Lenore Grace were quite successful Friday in the canvass they made in the city in the interest of the fund being raised for relief of the children in the devastated regions of France.

They were very cordially received where they called. The contributions received by them totalled \$140.

They went to Pittsburgh Saturday to continue their campaign.

### E. F. THOMPSON DROPS DEAD AT EVERSON HOME

SCOTTDALE, Feb. 19.—E. F. Thompson, well-known resident of Everson, dropped dead Sunday at noon shortly after returning home from church at the home of his daughter, Mrs. William Dannecker. He had been making his home with his daughter, following his death of his wife, four months ago. Mr. Thompson is survived by six daughters and two sons: Mrs. William Shaffer, Greensburg; Mrs. William Dannecker, Everson; Mrs. George Cochran, Uniontown; Mrs. Edwin Whaley, Everson; Mrs. William Porter, Greensburg; Mrs. William Hennessy, Uniontown; Mrs. Merle of Piscataway and Eugene, at Homestead.

### World War Veteran Killed by Fall of Slatte in Coal Mine

George Halape, 25 years old, veteran of the World War, was instantly killed Saturday afternoon in the mines of the Washington Coal & Coke Company at Star Junction by a fall of slate. He is survived by his wife, Mrs. Annie Halape, one son, nine months old, and his parents, who reside at Youngstown, Ohio. Halape enlisted April 21, 1917, in Company E, Second Ammunition Train, Second Division. He was severely gassed.

### Coal Freight Rates

EFFECTIVE JULY 1, 1923.

TO EASTERN POINTS.	ORIGINATING DISTRICT
Rate per Gross Ton of 2,240 lbs.	
	Connellsville
	Westmoreland
Pittsburgh, (P. R. R.)	Pittsburgh
Chester, Pa. (P. R. R.)	Pittsburgh
Philadelphia, Pa. (P. & R. R.)	Pittsburgh
Harrisburg, Pa. (P. R. R. & R. I.)	Pittsburgh
Johnstown, Pa. (B. & O.)	Pittsburgh
Johnstown, Pa. (P. R. R.)	Pittsburgh
Lebanon, Pa. P. R. R. and P. & R.	Pittsburgh
New York, N. Y. (B. & O.)	Pittsburgh
New York, N. Y. (B. & O.)	Pittsburgh
Philadelphia	Pittsburgh
South Amboy, P. O. B. vessels	Pittsburgh
Harmans Cove	Pittsburgh
Greensburg	Pittsburgh
Caston, Balt., local	Pittsburgh
Caston, Balt., export	Pittsburgh
To ATLANTIC PORTS via P. R. R.	
Greenwich, local	Pittsburgh
Greenwich export	Pittsburgh
South Amboy, P. O. B. vessels	Pittsburgh
Harmans Cove	Pittsburgh
Greensburg	Pittsburgh
Caston, Balt., local	Pittsburgh
Caston, Balt., export	Pittsburgh
To George Coal Pier	Pittsburgh
St. George for Export	Pittsburgh
Philadelphia for Export	Pittsburgh
Curtis Bay, Local	Pittsburgh
Curtis Bay for Export	Pittsburgh

The rate from points on the Monongahela Railway in the Fairmont group south of the Pennsylvania State line to Johnstown is \$1.75 per ton. Rates to Johnstown from Greensburg and Latrobe groups apply.

The Connellsville rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale; from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad.

The Fairmont rate applies to shipments via the Baltimore & Ohio applies to shipments from points east of Suterville, Pa.; from points on the Smithfield & Masonic Branch and from the Fairmont Region of West Virginia.

TO WESTERN POINTS.	ORIGINATING DISTRICT.		
Rate per Net Ton of 2,000 lbs.			
	Pittsburgh		
	Upper Cville		
	Lower Cville		
Pittsburgh Group	(1) (2) (3)		
Canton, O.	\$1.59	\$1.65	\$1.84
Youngstown, O.	1.00	1.09	1.05
Cleveland, O.	1.14	1.19	1.20
Columbus, O.	1.83	2.02	2.11
Detroit, Mich.	2.68	2.58	2.58
Indiana Harbor, Ind.	1.09	1.09	1.02
Toledo, O.	2.32	2.39	2.32
Youngstown, O.	1.34	1.42	1.54
Lake Erie	1.60	1.71	1.81
To CANADIAN BASING POINTS:			
Buffalo, N. Y.	1.24	1.39	1.39
Port Maitland, Ont.	2.24	2.29	2.39

These rates apply in a general way to shipments from the territory, not to specific points. The rates apply to the railroads as a basis for freight charges; the shipper or consignee should determine the exact location of the mine from which the bituminous will move, then refer to the Tariff naming the rate in question.

The Pittsburgh District includes points east as far as Latrobe and south on the Southwest Branch to and including Ruffsdale; south to and including Brownsville on the Pittsburgh, Virginia & Charleston railroad, eastward to Dawson on the Baltimore & Ohio railroad and eastward to Dickersburg Run and southward to and including Brownsville on the New York Central lines.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale; on the Pittsburgh, Virginia & Charleston except Brownsville and Monongahela River railroad points; New York Central points east of Dickersburg Run, including Connellsville, and points on the Baltimore & Ohio railroad to Point Marion, Pa.

Thrown From Car.

Russell Swaney, 18 years old, of Olyphant Furnace, suffered a fracture of the leg above the ankle while working on a box car in the yards of the Richmond Radiator Company near Uniontown, Friday morning when a truck suddenly flew around, knocking him to the ground.

Michael Raffer, about 80 years old, died this morning at his home at Olyphant. He had been a life-long resident of the town. He was at one time a section foreman for the Baltimore & Ohio railroad. He was born August 20, 1843, in Olyphant, Pa.

NICHOLAS WEBER.

Nicholas Weber, a former well-known Connellsville resident, died Saturday at his home at Clinton. He was survived by his wife, Mrs. Elizabeth Reagan Weber, and a family of children among them sons, John Stewart, Richard Ratter, Mrs. R. A. Marshall, and Mrs. Connally, survive.

MARGARET F. WHITE.

SCOTTDALE, Feb. 19.—Margaret F. White died yesterday at the home of her niece, Mrs. Roy Rogers, Grove street. She leaves a sister, Mrs. C. J. Shaffer, at Buckeye.

MRS. JOHN P. HAGEMAN.

SCOTTDALE, Feb. 17.—Mrs. Margaret Bruner Hageman, 59 years and 11 months old, wife of John P. Hageman, died Friday afternoon at the Mount Pleasant Hospital. She is survived by the following children: Clifford, Scottdale; John C. Webb, McKeesport; Clyde B. Webb, of Washington, Pa.; Mrs. Albert M. Wistner, Wheeling, W. Va.; Mrs. P. N. Nelson, Pittsburgh; Mrs. F. M. Fisher, and Miss Irene Webb, at home; also 12 grandchildren and the following brothers and sisters: Joseph Webb, Pittsburgh; Samuel Webb, Mrs. Rosa Lichtberger, Mrs. Laura Dwing, and Mrs. Sallie Gross, all of Los Angeles.

MRS. ELIZABETH KAMMERER.

SOMERSET, Feb. 17.—Mrs. Elizabeth Kammerer, widow of Jacob Kammerer, died Thursday at the home of her son, Charles Kammerer, here, aged 78 years. She is survived by the following children: Charles, Somerset; Mrs. Sadie Tressler, Johnstown; Mrs. Margaret Kline, Cleveland, and Mrs. Emma Burket, Curwensland, Md. A brother, Benjamin, Johnson, resides in Connellsville. The deceased was a daughter of the late Mr. and Mrs. Samuel Johnson of Fayette county.

MISS EMMA LEWISSEN.

Miss Emma Lewissen, 60 years old, former well-known Connellsville resident, died Thursday night at 10:15 o'clock at her home in Oakland, Pittsburgh, following a brief illness. She was born in Connellsville, a daughter of the late Mr. and Mrs. Jacob Mills Lewissen and continued to reside here until taking up her residence in Pittsburgh 10 or 12 years ago. She was a member of the First United Presbyterian Church of Connellsville and was highly esteemed and respected by her many friends. She is survived by two sisters, Mrs. Harry Jennings, of Poplar Grove; Mrs. Hiram Huey of East Connellsville and two brothers, Edward and Charles A. Lewissen, with whom she made her home, of Plattsburgh.

MRS. J. J. SUTER.

SCOTTDALE, Feb. 17.—Mrs. Nestie Guyan Suter, 46 years old, wife of J. J. Suter, died last night at Reedsburg.

MRS. JEMIMA DINGER.

SCOTTDALE, Feb. 17.—Mrs. Jemima Dinger, 60 years old, died this morning at East Scottdale. She is survived by her husband, Frank Dinger, and two children.

JAMES DANTE.

SCOTTDALE, Feb. 17.—James Dante, 35 years old, died this morning at East Scottdale. He is survived by his wife and two children.